the signal lines of a first one of the signal line groups are connected between the controller and the fluid pressure control unit by a first connector, and the signal lines of a second one of the signal line groups are connected between the controller and the fluid pressure control unit by a second connector; and

the controller is directly connected to, at least, the first connector and the second connector for connecting the plurality of signal lines divided into a plurality of signal line groups, such that the controller outputs the signal lines of the first one of the signal line groups independently from the signal lines of the second one of the signal line groups.

16. (Amended) A brake fluid pressure control device comprising:

a plurality of operation state detectors that detect an operation state of a brake actuating member and output a detection signal;

a controller that controls fluid pressures in a plurality of brakes based on at least one of a plurality of values detected by the operation state detectors;

a plurality of signal lines that connect the operation state detectors to the controller; wherein:

the signal lines are divided into a plurality of signal line groups;

the signal lines of a first one of the signal line groups are connected between the controller and some of the operation state detectors by a first connector, and the signal lines of a second one of the signal line groups are connected between the controller and others of the operation state detectors by a second connector; and

the controller is directly connected to, at least, the first connector and the second connector for connecting the plurality of signal lines divided into a plurality of signal line groups, such that the controller outputs the signal lines of the first one of the signal line groups independently from the signal lines of the second one of the signal line groups.

Please add claim 26 as follows:

--26. A brake fluid pressure control device comprising:

a controller;

a fluid pressure control unit that operates in accordance with a control signal supplied from the controller and having a plurality of fluid pressure control valves capable of controlling fluid pressures in a plurality of brakes to inhibit rotation of a plurality of wheels, the brakes being provided in a front-left wheel, a front-right wheel, a rear-left wheel and a rear-right wheel; and

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a plurality of signal lines that connect the fluid pressure control valves to the controller, wherein the plurality of signal lines are divided into a plurality of signal line groups and the signal lines of a first signal line group are connected between the controller and the fluid pressure control unit by a first connector, and the signal lines of a second signal line group are connected between the controller and the fluid pressure control unit by a second connector and the brakes are divided such that at least one signal line connected to at least one fluid pressure control valve correspond to the brakes provided in diagonally located wheels, and a first fluid passage connects the fluid pressure control valves corresponding to a front-left brake and a front-right brake, and a second fluid passage connects the fluid pressure control valves corresponding to a rear-left brake and a rear-right brake.--

REMARKS

Claims 1-11 and 26 are pending. By this Amendment, claims 12-25 are canceled, claims 1 and 10 are amended and claim 26 is added. No new matter has been added. Applicants respectfully submit that claim 26 is similar to original claim 2, thus entry and consideration of claim 26 is respectfully requested. Reconsideration of the application is respectfully requested.

An Information Disclosure Statement with Form PTO-1449 was filed in the above-captioned patent application on January 29, 2001. Applicants received a copy of Form PTO-1449 back from the Examiner, however, the two U.S. Patent Applications listed under "Other Documents" were not initialed by the Examiner acknowledging that the Examiner has